

















HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

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Contractor, 30, D'Almeida Street. Local  
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Requisites, Queen's Road.

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**A CHEE & CO.** Established 1859.  
Every Household Requisite. Depot for  
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**MAISON LEVY HERMANOS.**  
Diamond Merchants and Watchmakers, 40,  
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The largest and most complete Studio in  
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Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc. Devel-  
opment Works, Amateurs' Requisites.

**M. MUMBY, JAPANESE ARTIST.**  
Bromide and Cyanotype Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Japan. Work  
done for Amateurs; No. 84, Queen's  
Road Central.

## PRINTING

**"DAILY PRESS" OFFICE.**  
Proofs read by Englishmen.

## STOREKEEPERS

**F. BLACKHEAD & CO.**  
Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

**BISMARCK & CO.**  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

**KWONG SANG & CO.**  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chandise, 144, Des Voeux Road.

**MORE & SEIMUND.**  
43 and 45, Des Voeux Road. Shipchandlers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Commission ("Grey-  
hound Brand") and Blundell  
Spence & Co.'s Commission.

## TAILORS

**R. HAUGHTON & CO.**  
Natal, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

## TOBACCONISTS

**D. S. DADY BURJOE, "LOS FILIPINOS."**  
Importer of the Best Manila Cigars; 25  
Pottinger Street.

## WATCHMAKERS

**DROZ & CO.**  
19, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

IN THE SUPREME COURT OF  
HONGKONG.

## PROBATE JURISDICTION.

**IN THE GOODS OF ARTHUR WELLESLEY  
WALKINSHAW, DECEASED.**

**NOTICE IS HEREBY GIVEN** that the  
Court has by virtue of Section 58 of  
Ordinance No. 3 of 1897 made an Order  
limiting the time for Creditors and others to  
send in their Claims against the above Estate  
to the 14th day of November, 1901.

All Creditors are hereby required to send in  
their Claims to the undersigned on or before  
the said date.

Dated the 15th day of August, 1901.  
**JAMES H. COX,**  
The Administrator of the above Estate  
4, Des Voeux Road,  
Hongkong.

## C. LAZARUS &amp; CO.

60 & 61, BENTINCK STREET,  
CALCUTTA.

Telegraphic Address: A.B.C. Code.  
"MAROON" Calcutta. 4th Edition used.

**THE STANDARD  
INDIAN BILLIARD TABLE.**  
Manufactured throughout in Calcutta and  
guaranteed to stand the tropical  
climate.

Prices, complete, with accessories for Billiard.  
Rs. 1,450, packed.

**SPECIAL ADVANTAGE—**  
We take all RISKS against Breakage.

Send for our latest PRICE LIST  
To Hongkong Daily Press Office.

APIOLASTEE  
PILLS

A Remedy for all Febrile Affections.  
Solely sold in Hongkong by  
**A. S. WATSON & CO., LTD., HONGKONG.**  
MARTIN, Chemist, SOUTHAMPTON, ENGLAND. (3130)

## OUR PARIS LETTER.

Paris, 31st August.

There was a time when, if a State broke  
off diplomatic relations, the Ambassador on  
coming away used to bring all the members of  
the Embassy with him. However, this was not  
the case in the present dispute with Turkey,  
where only the French Ambassador shook off the  
dust of his feet at the Sultan, and took a through  
ticket by the Orient express for Paris. When  
France attacked China single-handed, through  
Admiral Courbet and Jules Ferry, no diplomatic  
relations were broken off; that enabled the war  
to be carried on more rapidly to a finish. The  
Sultan cannot expect much sympathy from the  
Westerners for playing his old game of hum-  
bugging and deceit, which is, artistically, miles  
behind the play of Chinese statesmen. France  
naturally does not want a war; the more so as  
nowadays, the latter is so full of uncertainties,  
and costs so much money and lives. We can see  
where it begins, but cannot know where or  
how it will end. If German capitalists are  
trying it on with French contractors at the  
Quays of Constantinople, they may be left to  
fight it out. But if Russia, who has her own  
game to play, steps in, the conflagration will  
soon be general. The Sultan has no money;  
that never prevented a nation from going to  
war; Turkey has admirable soldiers, who starve  
in rags for nothing a day, and see Paradise at  
the end of their rifles. Their officers are the  
worst in the world. The French fleet will not go  
to Constantinople to interview Abdul Hamid;  
they would never run the two miles of forts of the  
Dardanelles, armed with the best Krupp Long  
Toms, and worked by German officers. The  
Russian fleet would have to run the same risks in  
order to reach the Mediterranean, and if it did  
get there, be further prepared for a "stand and  
deliver" from the British fleet in the Mediter-  
ranean. Turkey would likely use her best  
weapon—pirates—and so wipe out French  
commerce. Nor is it at all certain that Ger-  
many and Austria would allow Russia and  
France to settle the Near Eastern Question.  
Ode preponderating power feared, if not loved  
Great Britain—would have something to  
say. She is now quite armed, has expended  
nearly 200 millions sterling in the Boer War,  
and put an army of 300,000 men in the field.  
France can study that sacrifice.

The coming visit of the Tsar to Dunkirk,  
Compiegne and Rheims creates sensation from  
the extraordinary precautions to protect him;  
they are not a whit less than those taken for  
the same on his own realm, when he travels.  
An armoured train might be tried. Of course  
every one believes the life of the Emperor is  
on the roster of the anarchists and nihilists to  
be taken. The extreme socialists do not dis-  
guise their antipathy towards the autocrat of  
all the Russias. Parisians wish the Tsar to  
risk a run up to Paris—to come to France  
and not visit the capital in rank blasphemy.  
The French Government is sparing no effort to  
make even the provincial reception of His  
Majesty a glorious affair. If his visit is  
deemed of so transcendental importance to  
France, the Tsar may be excused looking in  
return for the inevitable loan. "But the Sultan  
of Turkey is the fly in the French pot  
of ciuitment. It will be interesting to note how  
far the Tsar will aid and assist France in  
exterminating her from the mess and muddle with  
the Sublime Porte.

Having their own joys—and now their sor-  
rows—to look after, may explain why the  
French are forgetting the cruel wrongs of  
Krugger. The few military judges that devote  
attention to the South African war believe  
that its end is near. What they recommended  
from the first is now being done—conduct the  
war with all possible severity. Some writers  
predicted that not the worst of the ingenious  
schemes of fighting the English was to have  
hidden stocks of provisions, laid in by the Boers.  
These "funds" are now coming to light. But as  
they cannot be renewed, exhaustion cannot  
be far distant. The banishing of the leaders on  
the 16th of September, if they still keep the  
field, has only to be completed by the summary  
execution of all who violate the humane laws of  
war: depriving the rebels who will persist in  
fighting of belligerent rights, the confiscation  
of their property, as well as the loss of civil and  
political rights as applied to certain crimes in  
France, will soon bring the most desperate and  
obstinate Boer to a sense of his situation. The  
plan of recording the names of males of fighting  
age "never at home," will allow Lord Milner  
to prosecute the remedial measures after the war.

The French are enjoying the dead-lock in the  
visit of Prince Chun, the brother of the Emperor  
of China. The Prince is 18 years of age, and  
his duty was to make a penitential apology  
direct to the Kaiser for the murder of the  
German Ambassador during the siege and  
slaughter in Peking. The Prince was ar-  
ranged to make "three bows" to the Kaiser,  
a penitential act of humiliation which he  
declines to perform. The Emperor is con-  
sequently very angry, has broken up all  
the nursery arrangements prepared for  
Prince Chun, who has become diplomatically  
ill at Bale and gets worse whenever he  
approaches the German frontier. The Prince  
eats well, drinks well, and sleeps well; he sends  
a telegram every day to Li Hung-chang at Pek-  
ing, which costs 270. The hotel bill for himself  
and suite is £100 per day, even after their bill  
for champagne and wine has been cut down to a  
temperance standard. The Kaiser has placed  
ten cooks at the Prince's service in the special  
mansion set apart for him at Berlin; they are  
now dismissed; also the special bodyguard  
and similar adjuncts of civilisation. Worst of  
all, the Kaiser cannot go abroad or stir out, as  
he expects the visit of the Prince of Penitence.

Les Cloches de Corneville, Planquette's wide-  
world known opera, has just been given, or  
represented, in the small village of Corneville  
itself—whether right or wrong the villagers  
appropriate the opera to themselves. The  
Municipal de la Rochefoucauld proposed to have  
the opera represented on its native heath. The  
age of difficulties now set in; first of all, there  
were no bells. A subscription was organised,  
and in time a chime of twelve bells was secured.

But the proceeding recalled the Grand Juria  
in Ireland, who voted money to erect bridges  
and then went to search for water to pass under  
them. Corneville had its bells, but had no  
tower in which to hang them. A local lady,  
Mlle. de Vayassier, lent her orchard in which  
to suspend the bells and hold the performance;  
all was beautifully staged under apple trees  
laden with fruit; the stage had a real little  
corn-mill, and a running brook; the 20 franc  
tickets had front seats and chairs, the 10  
franc, forms. The artists were selected, the  
best that could be found. The village is  
not far from Trouville, which may explain the  
presence of so many handsome motor-cars; a few  
evanscampered down from Paris. The country  
people appeared in their native Sunday cos-  
tumes, the men in lace-trimmed frock-coats, and  
the girls and women in shawls and coquettish  
caps and hats freely decorated with ribbons.  
The girls sold programmes, badges, and sou-  
venirs. The proceeds of the bells will go to  
erect a proper tower for the bells, while pre-  
serving the old ivy-clad monument of 300  
years old.

After endless delays, the completion of the  
Sorbonne has at last been accomplished. In  
1853, Napoleon III laid the foundation stone  
for the re-erection of the building, but he for-  
got to deposit the required millions. It was  
Queen Blanche, pending the absence of Saint  
Louis at the first crusade, who presented the  
site, in October 1250, to Robert de Sorbon, to  
erect a scholastic establishment where lay  
ecclesiastics would give instruction free to poor  
scholars. The founder himself was a type of  
learned misery; during the time he was un-  
occupied at the College, he devoted to begging  
for his livelihood. He rose to be a very cele-  
brated man; a doctor in theology, philo-  
sophy, and the humanities. He joined the  
surrounding schools into one establishment,  
known thenceforward as La Sorbonne. The  
Institution became famous as head of the  
University of Paris and of the Gallic Church.  
It absorbed the Plessis College in which Richelieu  
had graduated, the Cardinal laying the  
foundation stone of the present structure in  
1628. Its lectures and library are free.  
The pretty church, with its artistically de-  
corated dome, contains the tomb of the great  
Cardinal. During the Revolution, the tomb was  
desecrated, and the Cardinal's head was carried  
on a pike through the streets; some say that it  
was used to play football by some boys, while  
others allege a royalist secured it, and his  
heirs presented it to the Government of Louis  
Philippe, who had it replaced in the tomb with  
great solemnity, when two skulls were found  
there already. The old college buildings were  
huts when compared with the present palatial  
structure; it was in the ancient rooms that  
Claude Bernard delivered his celebrated lectures  
and executed his famous experiments; and it  
was therein he contracted the malady which  
carried him off. The present Sorbonne is  
united as a whole, but has many different  
departments, as regulated by the College of  
France. In 1873, Jules Simon, then Minister of  
Public Instruction, declared he was ashamed to  
show strangers the wretched old structure, so  
sorely torn away. To-day it is the most palatial  
and extensive range of buildings in the capital;  
they have been erected upon the sites of slums.  
No visitor should omit visiting them now.  
They are close to the Pantheon, and a glimpse  
can still be obtained of what remains of the  
Latin Quarter.

The Religious Orders, rather than submit to  
the new French law, subjecting their adminis-  
tration to State control, have apparently decided  
to pitch their tents in England.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.  
A.I. A.B.C. Scott's and Engineering Codes  
Used.

**DOCK No. 1 (at TATEGAMI).**  
Extreme Length... 525 feet.  
Length on Blocks... 512 "  
Width of Entrance on Top... 80 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 254 "

**DOCK No. 2 (at MUKAJIMA).**  
Extreme Length... 371 feet.  
Length on Blocks... 350 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide 22 "

**PATENT SLIP (at KOSUGE).**  
Can take vessels up to 1,000 tons gross.

**THE WORKS** are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
THE COMPANY has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
NOTICE. [1600]

## HONGKONG JOCKEY CLUB.

## NOTICE.

**THE ANNUAL GENERAL MEETING**  
of Members & the above Club will be  
held in the CITY HALL, on SATURDAY, the  
5th October, at 12 O'CLOCK Noon.

By Order—  
**T. F. HOUGH,**  
Clerk of the Course.  
Hongkong, 23rd September, 1901. [2407]

## THE WANCHAI-STOREING COMPANY

**ALL** now prepared to receive Goods for  
Storage in their Godowns, situated on  
PRAYA EAST (late McGregor Barracks).  
Landing and Shipping of Cargoes is  
facilitated by means of the spacious strong  
Pier lately constructed in front of these  
Godowns.

**Terms Moderate.**  
Apply for further particulars to  
**GODOWNMAN ON PREMISES,**  
or to  
**SHEWAN TOMES & CO.,**  
Agents.  
Hongkong, 10th August, 1901. [2093]

## NOTICES TO CONSIGNEES

**"BARBER" LINE OF STEAMERS.**  
NOTICE TO CONSIGNEES.

**S.S. "RICHMOND CASTLE."**  
FROM NEW YORK, STRAITS AND  
MALACCA.

**CONSIGNEES** of Cargoes are hereby in-  
formed that all Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company, at  
Kowloon, whence and/or from the wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 1st October, will be  
subject to rent.

All Claims against the Steamer must be pre-  
sented to the Underwriter on or before the  
1st October, or they will not be recognised.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
**DODWELL & CO., LIMITED,**  
Agents.  
Hongkong, 24th September, 1901. [2434]

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

**NOTICE TO CONSIGNEES.**

**FROM GLASGOW AND LIVERPOOL.**  
**THE Company's Steamship**

**"TEENKAI,"**

having arrived from the above ports. Con-  
signees of Cargoes are hereby informed that  
their Goods are being landed and placed at  
their risk in the Hongkong and Kowloon  
Wharf and Godown Company's Godowns at  
Kowloon, where each consignment will be  
sorted out mark by mark, and delivery can be  
obtained as soon as the Goods are landed.  
Goods not cleared by the 3rd October, at  
Noon, will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company, within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.  
Optional Goods will be landed here unless  
instructions are given to the contrary before  
5 P.M., TO-DAY, the 26th inst.

**JARDINE, MATHESON & CO.,**  
Agents.  
Hongkong, 26th September, 1901. [2432]

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamship**

**"BENGAL,"**

**FROM BOMBAY, COLOMBO AND**

**STRAITS.**

Consignees of Cargoes by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and God-  
down Company's Godowns at Kowloon, where  
each consignment will be sorted out Mark by  
Mark and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. *Arcturion*.  
From Persia Gulf, ex s.s. *B. I. S. N.* and  
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
4 P.M., TO-DAY, 26th inst.

Goods not cleared by the 3rd prox., at 4 P.M.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognised.

**H. A. RITCHIE,**  
Superintendent.  
Hongkong, 26th September, 1901. [1]

## STEAMSHIP "LAOS."

**COMPAGNIE DES MESSAGERIES  
MARITIMES.**

**NOTICE.**

**CONSIGNEES** of Cargo from London and  
Havre ex s.s. *Ortega*, and from Bordeaux,  
ex s.s. *Ville d'Arras*, in connection with  
their Goods, are hereby informed that  
their Goods, with the exception of Opium,  
Treasure and Valuable are being landed  
and stored at their risks into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Co., Limited, at Kowloon, whence de-  
livery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon, TO-DAY, the 24th inst., request-  
ing it to be landed here.

Bills of Lading will be countersigned by the  
Underwriter. Goods remaining undelivered after  
TUESDAY, the 1st October, at Noon, will  
be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 1st October, or they will not be recognised.

All damaged packages will be examined on  
TUESDAY, the 1st October, at 3 P.M.

No Fire Insurance has been effected.  
**P. DE CHAMMORIN,**  
Acting Agent.

Hongkong, 24th September, 1901. [2]

NORTHERN PACIFIC STEAMSHIP  
COMPANY.

**NOTICE TO CONSIGNEES.**

**STEAMSHIP "OLYMPIA."**

**FROM TACOMA, VICTORIA, YOKO-**

**HAMA, KOBE, MOJI, & SHANGHAI.**

The above Steamer having arrived, Con-  
signees of Cargoes are hereby requested to  
send in their Bills of Lading for countersignature  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

**DODWELL & CO., LIMITED,**  
Agents.  
Hongkong, 25th September, 1901. [11]

## CARTRIDGES! CARTRIDGES!

**JUST LANDED A NEW STOCK OF**

**ELI'S and KYNOC'S SPORT-**

**ING CARTRIDGES and NEWCASTLE**

**CHILLED SHOT.**

**20 BORE CARTRIDGES**

16 " " "  
12 " " "  
10 " " "  
8 " " "  
**Wm. SCHMIDT & CO.,**  
Gunsmiths.  
Hongkong, 3rd January, 1901. [121]

UNTOUCHED BY HAND.

# MELLIN'S FOOD

For INFANTS and INVALIDS.  
When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND. [1534]

## CALVERT'S CARBOLIC TOILET SOAP

BEST FOR THE SKIN and  
COMPLEXION.

## TOOTH POWDER

IS THE BEST DENTAL  
PRESERVATIVE.

Antiseptic, Emollient, Refreshing. Has the Largest Sale of any Dentifrice.

Sold by all Chemists, Stores, &c.

**F. C. CALVERT & Co., Manchester, England.** [204-1]

## JAPAN COALS

# THE MITSUI BUSSAN KAISHA

(OR MITSUI & CO.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.  
LONDON OFFICE—34, LIME STREET, E.C.  
HONGKONG OFFICE—4, ICE HOUSE STREET.

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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
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Nagasaki, Kuchino, Saio, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

**CONTRACTORS OF COAL** to the Imperial Japanese Navy, Armies and Railway Bureau;  
Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

**SOLE PROPRIETORS** of the Famous Miike, Togawa, Yamano and Ida Coal Mines; and  
**SOLE AGENTS** for Tokuno, Hekoku, Ishimura, Kanada, Kishima, Mannoura, Onoura,  
Otsuji, Tohmyama, Tsubakuro, Yoshitani, Yoshio, Yunokibara, and other Coal Mines.

N. INUZUKA, Manager.  
Hongkong, 1st August, 1901. [1331]

## SWEET CAPORAL Cigarettes

Purest & Best.

Packed in  
10/1 Boxes 20/1 packets 5/50/  
Round Tins.

**FOR SALE EVERYWHERE**  
MANUFACTURED BY  
**THE AMERICAN TOBACCO CO.**  
U. S. A.

## TRY NAVY CUT

# ATC

## A GENTLEMAN'S SMOKE

Supplied in Three Grades.  
Mild Medium & Strong.

**PACKED IN  
AIR TIGHT VACUUM TINS**  
MANUFACTURED BY  
**THE AMERICAN TOBACCO CO. U.S.A.**



## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's  
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c, via Ports of Call	PALAWAN	Brit. str.	2 m.	J. Challen, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON	ALAN	Brit. str.	2 m.	B. H. W. Snow	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON	FORMOSA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
LONDON	PIERREUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th inst.
LONDON	CAUCHAS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th November.
LONDON	NISTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th November.
LONDON	MACHAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
LONDON	ULYSSES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th November.
LIVERPOOL DIRECT	DARDANUS	Brit. str.	2 m.		MELCHERS & CO.	On 3rd inst., at Noon.
LIVERPOOL DIRECT	PREUSSEN	Ger. str.	2 m.		MELCHERS & CO.	On 4th inst., at 1 p.m.
GREEN, via Ports of Call	NATAL	Fr. str.	2 m.	E. Frehn	MESSAGERIES MARITIMES	On 4th inst., at Daylight.
MARSEILLES, &c, via Ports of Call	SANUKI MARU	Jap. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 18th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S. POSE, &c	HAKATA MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 5th inst.
MARSEILLES, LONDON & ANTWERP, v. S. POSE, &c	ARABIA	Ger. str.	2 m.	Sachs	HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & BREMEN & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Christiansen	HAMBURG-AMERIKA LINIE	On 2nd November.
HAVRE & BREMEN & HAMBURG	DANEBROG	Ger. str.	2 m.	Zurhosen	HAMBURG-AMERIKA LINIE	On 16th November.
HAVRE & BREMEN & HAMBURG	SEGOWIA	Ger. str.	2 m.	Foerck	HAMBURG-AMERIKA LINIE	On 30th November.
HAVRE & BREMEN & HAMBURG	MARBURG	Ger. str.	2 m.	Zacharias	HAMBURG-AMERIKA LINIE	On 14th December.
HAVRE & BREMEN & HAMBURG	SEVIA	Ger. str.	2 m.	Borck	HAMBURG-AMERIKA LINIE	On 17th inst.
HAVRE & BREMEN & HAMBURG	TRIESTE	Ans. str.	2 m.	Kendall	SANDER, WIELER & CO.	Quick despatch.
TRIESTE via SINGAPORE, &c	STATE OF MAINE	Amer. ship	2 m.		DODWELL & CO., LIMITED	On 24th inst.
NEW YORK via SUEZ CANAL	SATSUMA	Brit. str.	2 m.	Moore	JARDINE, MATHESON & CO.	On about 15th inst.
NEW YORK via SUEZ CANAL	LONGSHIPS	Brit. str.	2 m.		SHEWAN, TOMES & CO.	On or about 25th inst.
NEW YORK via SUEZ CANAL	MANUEL LLAGUNA	Amer. ship	2 m.		CARLOWITZ & CO.	On 30th inst.
NEW YORK via SUEZ CANAL	CLAYDALE	Brit. str.	2 m.	A. Smith	SHEWAN, TOMES & CO.	On 19th November.
NEW YORK via SUEZ CANAL	ADANA	Brit. str.	2 m.	F. F. Belmont	SHEWAN, TOMES & CO.	On 15th December.
NEW YORK via SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 23rd inst.
VANCOUVER via SHANGHAI, &c	TARTAR	Brit. str.	2 m.	E. Beetham, R.N.R.	DODWELL & CO., LIMITED	On 6th November.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c	OLYMPIA	Brit. str.	2 m.	J. Challen, R.N.R.	NIPPON YUSEN KAISHA	On 19th inst., at 4 p.m.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c	KINSHU MARU	Jap. str.	2 m.	F. J. Horton	NIPPON YUSEN KAISHA	On 2nd inst., at 4 p.m.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c	TOSU MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On or about 14th inst.
PORTLAND (O.R.) via SHANGHAI, &c	INDRAPURA	Jap. str.	2 m.		ALLAN CAMERON	On 12th inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c	HONGKONG MARU	Jap. str.	2 m.		TOYO KISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO via SHANGHAI, &c	GALIC	Brit. str.	2 m.		O. & O. S. N. Co.	On 30th inst.
SAN FRANCISCO via SHANGHAI, &c	STRAITHOYLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c	ALBION	Brit. str.	2 m.	St. John George	SHAW, LIVINGSTON & CO.	On 25th inst., at 4 p.m.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	BUTTERFIELD & SWIRE	On 12th inst.
AUSTRALIAN PORTS	CHINOTU	Brit. str.	2 m.		P. & O. S. N. Co.	On or about 4th inst.
AUSTRALIAN PORTS	SOCOTRA	Brit. str.	2 m.	T. H. H. H. H. H.	NIPPON YUSEN KAISHA	On 11th inst., at Daylight.
YOKOHAMA via SHANGHAI & KOBE	SHINANU MARU	Jap. str.	2 m.	G. E. T. Cook	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
KOBE & YOKOHAMA	KASCA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	2 m.	S. Yoshizawa	NIPPON YUSEN KAISHA	Quick despatch.
MOJI, KOBE & YOKOHAMA	SACHSEN	Fr. str.	2 m.	Aubert	MELCHERS & CO.	On or about 6th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SALAZIE	Brit. str.	2 m.	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 12th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	COROMANDEL	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
SHANGHAI	TSINAN	Brit. str.	2 m.	Dowson	BUTTERFIELD & SWIRE	On 4th inst.
SHANGHAI	WONGTUNG	Brit. str.	2 m.	K. Suzuki	MITSUI BUSSAN KAISHA	On 2nd inst.
SHANGHAI	MAIDZU MARU	Jap. str.	2 m.	S. Atsumi	MITSUI BUSSAN KAISHA	On 9th inst., at Daylight.
SHANGHAI	ANPING MARU	Jap. str.	2 m.	K. Sakajima	MITSUI BUSSAN KAISHA	On 6th inst.
FOOCHOW via SWATOW & AMOY	DAIGI MARU	Jap. str.	2 m.	Leak	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
TAMSUI via SWATOW & AMOY	LOKSANG	Brit. str.	2 m.	Roach	DOUGLAS LAFRAIK & CO.	To-day, at 10 a.m.
SWATOW & TIENTSIN	HAITAN	Brit. str.	2 m.	Moore	BUTTERFIELD & SWIRE	On 4th inst.
SWATOW, AMOY & FOOCHOW	SUNGKIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th inst.
MANILA	CHINGTU	Brit. str.	2 m.	J. E. McArthur	SHEWAN, TOMES & CO.	To-morrow, at 5 p.m.
MANILA	PERLA	Brit. str.	2 m.	Pennfather	BUTTERFIELD & SWIRE	On 8th inst.
MANILA via AMOY	KAFONG	Brit. str.	2 m.	Buller	JARDINE, MATHESON & CO.	On 5th inst., at Noon.
IOLOLO & CEBU	KUISANO	Brit. str.	2 m.	J. G. Spence	DAVIS, SASSON, SONS & CO.	To-day, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	2 m.	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	On or about 7th inst.
SINGAPORE, PENANG & CALCUTTA	TIENTSIN	Brit. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 11th inst., at Noon.
SINGAPORE & BOMBAY	KAGOSHIMA MARU	Jap. str.	2 m.	D. Costa	CARLOWITZ & CO.	On 11th inst., at Noon.
BOMBAY via SINGAPORE & COLOMBO	BOMIDA	Ital. str.	2 m.			

## SHIPPING.

## ARRIVALS.

Sept. 29, CHOWTAT, German str., 1,115, A. Muller, Bangkok 23rd September, Rice.

Sept. 29, DR. HAN JEE KIEK, Norw. str., 631, L. S. Sarawak 23rd Sept., Timber.

Sept. 29, KUNSAN, British str., 2,073, E. J. Buller, Singapore 24th September, General.

Sept. 28, TINSANG, British str., 1,045, W. E. Saver, Saigon 24th September, Rice.

Sept. 30, AMEO, German str., 322, Hansen, Canton 30th Sept., General.

Sept. 30, HENLARG, British str., 1,452, G. S. Kroble, Mo 25th Sept., Coal.

Sept. 30, CHOWWELL, British str., 1,192, Under-hay, Borneo and Balak Pann 20th Sept., Timber and Oil.

Sept. 30, FOO MOON, German steamer, 1,820, Wallis, Java 21st Sept., Sugar.

Sept. 30, HUE, French steamer, 765, Godin, Haiphong 26th Sept., Rice.

Sept. 30, LOONGSANG, British str., 1,092, G. S. Weigall, Manila 27th Sept., General.

Sept. 30, NANCHANG, British steamer, 1,075, E. Finlayson, Newchang 24th Sept., General.

Sept. 30, SUNGKIANG, British str., 1,021, Moore, Manila 26th September.

Sept. 30, PAX, Belgian str., 1,204, Dauder, Saigon 25th September, General.

Sept. 30, MELCHERS & CO.

## CLEARANCES.

At the Harbour Master's Office.

Anapa, British str., for Shanghai.

Haitan, French str., for Haiphong.

Haiphong, British str., for Haiphong.

Hanoi, French str., for Haiphong.

Peluse, British str., for Canton.

Wosung, British str., for Canton.

## DEPARTURES.

ANAPA, British str., for Shanghai.

HAIPHONG, British str., for Haiphong.

HANOI, French str., for Haiphong.

KAISOW, British str., for Canton.

WOSUNG, British str., for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCK.

Kowloon Dock—Canton River, Victoria, Georges, Valentin, Zafro, Elcano, Alcoa, Kong Beng, Monterey.

COSMOPOLITAN DOCK—München.

The British steamer Sanchang, from Manila and Iloilo 20th Sept., had fine weather to lat. 16 deg. N.; from thence strong N.E. winds with very heavy sea.

The British steamer Nanchang, from Newchang 24th Sept., had strong N.E. gales and heavy sea from S.E. Promontory to Lamock Islands; hence fine weather up to arrival.

## VESSEL ON THE BERTH.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain J. G. Spence, will be despatched for the above ports TO-DAY, the 1st October, at 3 p.m.

For Freight or Passage, apply to DAVID SASSON, SONS & CO., Agents.

Hongkong, 23rd September, 1901.

## VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above ports TO-DAY, the 1st instant, at 10 a.m.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 28th September, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENTSIN.

THE Company's Steamship

"LOKSANG,"

Captain Leask, will be despatched as above TO-DAY, the 1st October, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 27th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI via SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sakajima, will be despatched for the above ports on SUNDAY, the 6th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 30th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW via SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 9th October at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th September, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"LONGSHIPS,"

Captain Moore, will be despatched as above on or about 15th October.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 11th September, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROR M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK

THE full-powered Steamship

"CLAVERDALE,"

will be despatched for the above port on WEDNESDAY, 30th inst.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 28th September, 1901.

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 23rd Oct., 1901.

"TARTAR," 4,422 Tons, Comdr. E. Beetham, R.N.R., WEDNESDAY, 6th Nov., 1901.

"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 20th Nov., 1901.

"ATHENIAN," 3,882 Tons, Capt. H. Mowatt, WEDNESDAY, 4th Dec., 1901.

"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 18th Dec., 1901.

The magnificent TWIN-SCREW STEAMSHIPS of this line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Re-issues to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

## SPECIAL EXTRA SERVICE.

The Company's Steamships, "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First Class and Storage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Paddar's Street.

Hongkong, 1st October, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

ARABIA (HAMBURG-AMERIKA LINIE) On 5th Oct. Freight.

COBLENZ (HAMBURG-AMERIKA LINIE) On 19th Oct. Freight.

COBLENZ (HAMBURG-AMERIKA LINIE) On 2nd Nov. Freight.

SEGOWIA (HAMBURG-AMERIKA LINIE) On 16th Nov. Freight.

MARBURG (HAMBURG-AMERIKA LINIE) On 30th Nov. Freight.

SURVA (HAMBURG-AMERIKA LINIE) On 14th Dec. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th September, 1901.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.



## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS	TO
GLASGOW and LIVERPOOL	"NESTOR"	On 6th October.
GLASGOW and LIVERPOOL	"LAERTES"	On 14th October.
GLASGOW and LIVERPOOL	"DARDANUS"	On 15th October.
GLASGOW and LIVERPOOL	"MACHAON"	On 23rd October.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 28th October.
GLASGOW and LIVERPOOL	"ACHILLES"	On 6th November.

FOR	HOMEWARDS	TO SAIL
LONDON	"AJAX"	On 2nd October.
LONDON	"PYRRHUS"	On 15th October.
LONDON	"CALCHAS"	On 29th October.
LONDON	"NESTOR"	On 12th November.
LONDON	"MACHAON"	On 26th November.

FOR	HOMEWARDS	TO SAIL
LIVERPOOL DIRECT	"ULYSSES"	On 15th October.
LIVERPOOL DIRECT	"DARDANUS"	On 15th November.

For Freight, apply to BUTTERFIELD & SWIRE, AGENTS O. S. S. Co. [15]

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TSINAN"	On 1st October.
SHANGHAI	"WOOSUNG"	On 4th October.
MANILA	"SUNGKIANG"	On 4th October.
LOILOLO & CEBU	"KAIPONG"	On 8th October.
MANILA	"CHINGTU"	On 12th October.

PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, TOWN, SVILLE, BRISBANE, SYDNEY, and MELBOURNE.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried on board.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. [16]

Hongkong, 28th September, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"PERLA,"

Captain J. E. McArthur, will be despatched as above TO-MORROW, the 2nd instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 28th September, 1901. [2463]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERMAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Steamship

"PALAWAN,"

Captain J. Chelley, D.M.S., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 13th October, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colon into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 30th September, 1901. [1]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE REGION RAILROAD AND NAVIGATION COMPANY.

Operating the New First Class Steamships

"INDRAVELL," "INDRAPURA,"

and "KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR), calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"INDRAPURA,"

will be despatched for Portland (Or.) on or about the 14th October, 1901.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Hongkong, 25th September, 1901. [2443]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEEN, SUEZ, PORT SAID, TRIESTE AND GENOA.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, MALTA, VENICE & ADRIATIC PORTS.)

THE Company's Steamship

"TRIESTE,"

Captain A. Mign, will be despatched as above on THURSDAY, the 17th instant.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 30th September, 1901. [16]

FOR NEW YORK.

THE 3/4 A.I. American Ship

"MANUEL LLAGUNA"

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th July, 1901. [1758]

## VESSELS ON THE BERTH

## U. S. MAIL LINES

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH-AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"ALGOA"	On or about 5th October.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"OPTIC"	WEDNESDAY, 20th November, at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

THE O. & O. S.S. Co.'s Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on WEDNESDAY, the 2nd October, at Noon, taking Freight for Japan and the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, to a Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 25th September, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sadaaki, will be despatched for the above ports on WEDNESDAY, the 2nd October.

For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 19th September, 1901. [18]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 20th Oct.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, and YOKOHAMA on SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. [15]

Hongkong, 30th September, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"SATSUMA" On 20th October.

"KURDISTAN" On 5th November.

"LENNOX" On 20th November.

"RICHMOND CASTLE" End of November.

"ORONDA" On 10th December.

"HILGLEN" On 20th December.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 14th September, 1901. [1758]

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Bouis, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. Tonkin, which vessel takes on her Passengers and Mails, leaving the port on the 19th October direct to Sum, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 6th October. (Parcels are not to be sent on board they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent.

Hongkong, 24th September, 1901. [2]

FOR NEW YORK.

THE 3/4 L.I. American Ship

"STATE OF MAINE"

Captain Colcord, will be ready to load on the 1st November for the above port, and will have quick despatch.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 21st September, 1901. [2396]

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA,"

Captain A. Smith, will be despatched for the above port on 10th November, 1901.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 23rd September, 1901. [2415]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain F. F. Bement, will be despatched for the above port on the 15th December, 1901.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 24th September, 1901. [2427]

HONGKONG.

STEAMERS.

Airlie, British steamer, 2,590, George, Sept. 29, 1901, at Noon.

Gibb, Livingston & Co.

Algoa, British steamer, 1,252, Hansford, Sept. 24, 1901, at Noon.

Amigo, German str., 822, Hassan, Sept. 22, 1901, at Noon.

Bakan Maru, Jap. str., 320, Kawamoto, Sept. 24, 1901, at Noon.

Benlarig, British str., 1,532, Kroble, Sept. 30, 1901, at Noon.

Gibb, Livingston & Co.

Coba, Amr. str., 618, Inohasgarri, Sept. 29, 1901, at Noon.

Branda, Brit. str., 1,292, Smith, Sept. 8, 1901, at Noon.

Chas. Rogers, Brit. str., 1,192, Underlay, Sept. 30, 1901, at Noon.

Chigwell, British str., 1,192, Underlay, Sept. 30, 1901, at Noon.

Arnold, Karlberg & Co.

Chowitt, German str., 1,115, Muller, Sept. 20, 1901, at Noon.

Butterfield & Swire

Chunnam, British str., 1,410, Muir, Sept. 24, 1901, at Noon.

Jardine, Matheson & Co.

Clara, German str., 675, Uhlrup, Sept. 22, 1901, at Noon.

Jensen & Co.

Deuteros, German str., 1,001, Frahn, Sept. 24, 1901, at Noon.

Siemssen & Co.

Dr. Haas, Jap. steamer, 691, Larsen, Sept. 29, 1901, at Noon.

Sept. 29, Chinese

Eleveno, American str., 510, Altonze, Sept. 3, 1901, at Noon.

Brailuso & Co.

Foon Moon, German str., 1,820, Wallis, Sept. 30, 1901, at Noon.

Siemssen & Co.

Fushan, British steamer, 1,500, Lunt, Sept. 24, 1901, at Noon.

Chinese

Gaelic, British str., 2,691, Finch, Sept. 25, 1901, at Noon.

O. & O. S. S. Co.

Germania, Ger. str., 1,713, Bondixen, Sept. 25, 1901, at Noon.

Jensen & Co.

Glenfarg, Brit. str., 2,350, Donaldson, Sept. 25, 1901, at Noon.

McGowan Bros & Gow

Hailan, French str., 377, Anderson, Sept. 28, 1901, at Noon.

A. R. Marty

Haitan, British steamer, 1,183, Rouch, Sept. 28, 1901, at Noon.

Douglas Lapraik & Co.

Hue, French steamer, 704, Godinau, Sept. 30, 1901, at Noon.

A. R. Marty

Indrapura, British str., 3,152, Hollingworth, Sept. 25, 1901, at Noon.

Kong Kong, German str., 865, Mollermaun, Sept. 29, 1901, at Noon.

Sept. 29, Chinese

Kamsang, British str., 2,076, Buller, Sept. 29, 1901, at Noon.

Jardine, Matheson & Co.

Lightning, British str., 2,122, Spence, Sept. 20, 1901, at Noon.

David Sassoon, Sons & Co.

Loksang, British steamer, 979, Leask, Sept. 24, 1901, at Noon.



